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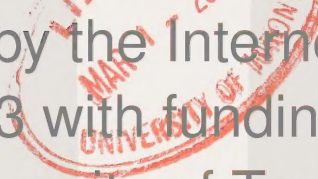

GET ON THE



GO ON THE MOVE

JANUARY 1 • 2001 TO MARCH 31 • 2002





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GO ON THE MOVE

JANUARY 1 2001 TO MARCH 31 2002

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The 2001 year-in-review report covers a 15-month period. On January 1, 2002, the Province of Ontario resumed responsibility for GO Transit from the municipalities of the Greater Toronto and Hamilton areas. Extending the reporting period to March 31, 2002, will bring GO Transit's summary of highlights in line with the Provincial fiscal year-end for future reports.

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UNLOCKING THE GRIDLOCK



Change was the order of the day for GO Transit in 2001. GO welcomes the change as it shows that the Province of Ontario recognizes that GO is vital to the continued growth and success of this province.

Toward the end of the year, the Province of Ontario announced that it was taking back responsibility for GO Transit, which the Province created more than three decades ago. The announcement was part of the Province's \$3-billion commitment to public transit over the next 10 years, a plan which also calls for matching contributions by the municipalities (which funded GO for the past four years) and by the Federal government.

GO has always maintained that all levels of government must invest in public transit to unlock the gridlock that is affecting the vitality of the Greater Toronto and Hamilton areas — the heartland, the economic engine of the country. Encouraged by the Province's renewed commitment to transit, GO looks forward to the future, to moving ahead with its plans to expand service significantly and meet the needs of this growing area.

And the needs are pressing. In the last five years alone, GO's annual ridership has increased by 36%, or 11 million passengers. In 2001, GO Transit's distinctive green-and-white trains and buses carried nearly 43½ million riders, up 6% over the previous year, and setting an annual ridership record for the fifth straight year.

During 2001, GO attempted, with its limited financial resources, to meet the needs of the travelling public. It made modest improvements in service — a few new trains here, some new bus trips there — and continued with its plans to build new stations on existing rail lines, increase bus service, and add between 1,000 and 2,000 parking spaces a year across the network. Many of these improvements, however, only looked after the needs of the off-peak periods; rush-hour demands will be a much bigger challenge for the future and will require significant funding to accomplish.

The highlights of GO's recent achievements are presented here. With the Province of Ontario's renewed investment, GO Transit is confident that subsequent reports will summarize even greater achievements as it moves ahead and builds for the future.

WHAT IS GO TRANSIT?

GO Transit is a transportation solution. It moves people.

For nearly 35 years, GO has been providing safe, reliable, comfortable, and convenient transportation to the many communities it serves.



GO Transit started out in 1967 as a single rail line along Lake Ontario. Created by the Province of Ontario to relieve traffic congestion on the highways, it has become a comprehensive network of seven rail lines and numerous bus routes linking towns and cities across southern Ontario's Greater Toronto Area (GTA) and the adjacent City of Hamilton. (The GTA consists of the City of Toronto and the surrounding Regions of Halton, Peel, York, and Durham. GO also provides limited service to the bordering communities of Simcoe, Dufferin, and Wellington Counties.)

GO Trains and GO Buses serve more than five million people living in an area of more than 8,000 square kilometres (3,000 square miles). The GO Transit network stretches from downtown Toronto to communities as far as Hamilton and Guelph in the west; Orangeville, Barrie, and Beaverton to the north; and Oshawa and Newcastle in the east.

On a typical weekday in 2001, GO operated 163 train trips and 1,271 bus trips carrying about 160,000 passengers — 130,000 on the trains*, 30,000 by bus. Ridership for the entire year totalled 43.34 million passengers, an annual record for the fifth year running.

If all those people drove to their destination instead of taking GO, there would have been at least 1.3 billion more kilometres of car trips clogging the roads and highways in the GTA during the year. By making room on the road system for people who need to drive, including those involved in the movement of goods, GO allows the best use of the area's transportation infrastructure.

GO Transit connects with every municipal transit service in the GTA and Hamilton, and has fare integration arrangements to give passengers a discounted ride on local transit to or from their GO Train station.

** Train service consists of trains and their related bus services — buses that meet the trains at terminus stations, and buses that connect Union Station with other train stations*

WHO GOVERNS AND FUNDS GO TRANSIT?

GO Transit is legislatively known as the Greater Toronto Transit Authority (GTTA). From 1998 to the end of 2001, GO's funding was shared by the municipalities in the Greater Toronto and Hamilton areas — its capital expenses, and any operating costs that were not recovered through passenger fares and other revenue, were funded through the Greater Toronto Services Board (GTSB), a body made up of regional chairs, municipal mayors, and local councillors from all the municipalities in the GTSB's service area.

GO Transit consistently recovers 80% to 90% of its operating costs from the farebox — the best financial performance for any transit system in Canada, and one of the best in the world.

In September 2001, the Province of Ontario announced it was taking back responsibility for GO Transit, including its funding, and that the GTSB will cease to exist with GO's repatriation to the Province. GO Transit became a Provincial Crown agency on January 1, 2002.



BOARD OF DIRECTORS

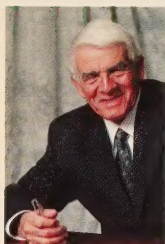
In 2001, its last year as a municipal agency, the GO Transit (or GTTA) Board consisted of Chairman Eldred King; Vice-Chairman Roger Anderson, who is Chair of the Regional Municipality of Durham; and Board Members Bill Fisch, Chair of the Regional Municipality of York; Hazel McCallion, Mayor of the City of Mississauga, representing the Regional Municipality of Peel; David Miller, Councillor, Ward 13, Toronto, representing the City of Toronto; Joyce Savoline, Chair of the Regional Municipality of Halton; and Bob Wade, Mayor of the City of Hamilton.

In January 2002, a new Board of Directors was appointed by the Province of Ontario to provide leadership and direction for GO Transit. It has broad representation from the public and private sectors, including business, municipal government, and the Provincial government; its new Chairman is the former chairman of the GTSB.

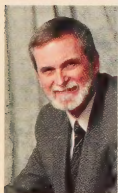
Chairman
Dr. Gordon Chong



Vice-Chairman
Eldred King



Vice-Chairman
Allan Leach



Board Members

Roger Anderson

Douglas Armstrong

Bill Fisch

Jack Garner

David Guscott

Doug Holyday

Hazel McCallion

Hugh Nicholson

Earl Rowe

Joyce Savoline

William Sears

Bob Wade



Officers

Gary W. McNeil

Managing Director &
Chief Executive Officer

Jean M. Norman

Director, Corporate Services
Secretary to the Board

Frances Chung

Director, Financial Services
Treasurer to the Board

WHO OPERATES GO'S SERVICES?

GO Transit is a prime example of a public-private partnership that works.

Much of its operation (about 70%) is outsourced to the private sector — services as diverse as train operation, train maintenance, station design, construction, and snow removal. By going to the marketplace, GO ensures that it gets the best competitive prices for quality work.

GO Trains are operated under contract by Canadian National Railway and Canadian Pacific Railway personnel; most of the rail corridors and tracks are owned by the railways. Because GO Trains use railway-owned track that is shared with freight and intercity passenger trains, the movement of trains is ultimately not in GO Transit's control. However, the railways have a long-standing relationship with GO and a good understanding of the need to provide quality customer service.



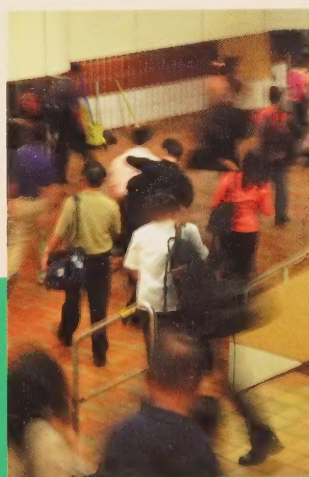
WHY IS GO ESSENTIAL TO THE GREATER TORONTO AREA AND HAMILTON?

In the rush hours, GO moves as many people into and out of downtown Toronto as eight congested expressways (the equivalent of 48 highway lanes of traffic). On a typical weekday, more GO passengers use Union Station, the downtown heart of the GO network, than all of the passenger terminals at Toronto's Pearson International Airport.

It is obvious that, without GO, the number of people commuting by car would surge, traffic gridlock would worsen, air quality would decline. Less apparent is the vital supporting role GO Transit plays in the entire area's economy.

Downtown Toronto has grown dramatically in the past few decades. This growth, so evident in the city's skyline of office towers, came about largely because GO Transit has made it possible for so many people to commute to Toronto without driving. In fact, the number of cars coming into the downtown core during the morning rush hour has not increased since GO began more than three decades ago, even though jobs in the downtown core have more than doubled in number. GO's ridership has increased steadily from 2½ million passengers in the first year (1967) to more than 43 million today.

The suburbs have grown substantially over the years too and have benefitted from GO service. GO Transit meets some of the transportation needs of new commercial and residential growth in these suburban areas. Their residents depend on GO to take a large number of long-distance car trips off the roads, freeing up space for people who have no viable alternative to driving. The average GO commute is 32 kilometres, which means that GO's passengers travel a combined total of 1.3 billion kilometres annually.



WHAT HAPPENED IN 2001 AND THE FIRST THREE MONTHS OF 2002?

HIGHLIGHTS OF 2001

January

GO Transit opened its first new train station since 1992 — Rutherford station in the fast-growing City of Vaughan, on the Bradford line running through York Region.



Four more bi-level railcars were added to an order for 16 cars placed last year (GO's first purchase of new railcars since 1991). The 20 new cars will be delivered between December 2001 and July 2002, increasing GO's fleet of passenger railcars to 339. They will allow GO to better serve the ever-growing passenger demand.

Several service improvements began in January: a new Lakeshore West train in the morning rush hour from Clarkson station to Union Station; a late-night bus from Union Station to Pickering station and through to Oshawa station; and new bus trips connecting north Toronto and Scarborough Town Centre with Pickering and Oshawa.

THE GO TRANSIT SYSTEM



A FAR-REACHING NETWORK
OF BUSES AND TRAINS

GO Bus — 
GO Train — 



More improvements came in April: more-frequent bus service between Union Station and stations on the Milton rail line; more bus trips connecting Union Station with stations on the Bradford line; a new, early-morning express bus from downtown Hamilton to downtown Toronto; two new trains between Union Station and Markham station on the Stouffville line, with connecting buses to Stouffville station and the Town of Uxbridge; and considerably expanded midday bus service on the Stouffville corridor.

Fares increased by 15¢ on a one-way, adult ticket to help pay for service improvements and rising fuel costs. (GO fares are charged by distance, and discounted fares are based on the adult single fare.)

Construction of the new Union Station Bus Terminal in downtown Toronto began this month. The new terminal, next to the train station, will give passengers a more comfortable and convenient facility off the street, with canopied platforms and an indoor waiting room. Seven thousand passengers a day now have to get on and off GO's downtown buses along Front Street outside Union Station, unprotected from the weather. The new terminal should be ready in 2002.

GO Transit hosted its biggest-ever Customer Appreciation Day, on May 15 in Union Station, to thank passengers for their loyalty and support. GO holds several such events a year at various stations and terminals, giving staff the chance to thank customers face to face for helping make GO such a success.

April

May



July

Some more service improvements began in July: new bus trips between Oshawa station and the TTC's Finch subway station in north Toronto; and a new Friday afternoon express bus from Union Station to Unionville station.

Although Toronto lost its bid this month to host the 2008 Olympic Games, GO Transit gained profile as a founding corporate supporter of the bid. Several GO Train railcars and GO Buses were "wrapped" in vinyl advertising to promote Toronto's campaign for host city. GO's transportation plans for the Toronto Games highlighted how important its 10-year growth plan is in supporting the economic vitality of Toronto's city core.

August

Train service was enhanced for the Canadian National Exhibition again this year. For three weekends and on Labour Day, Lakeshore GO Trains operated beyond Oakville station to Burlington station and beyond Pickering station to Oshawa station, giving passengers greater convenience during Toronto's late-summer fair. The extended service was well received by the public.

Twenty new buses were ordered to replace older ones and will be delivered in early 2002. They will all have wheelchair lifts, allowing GO to continue adding accessible service gradually across the bus network.



GO continued to improve service for its passengers. Added this month were two new peak-period trains on the Bradford line; a new Lakeshore East express train from Union Station to Rouge Hill station, then making all stops to Oshawa station; a new, mid-afternoon train from Union Station to Brampton station; a new bus trip from Oakville station to the TTC's Finch subway station; and a new bus trip from Hamilton to Toronto.

September

With passenger crowding increasing on its trains, GO leased three cars from Vancouver's West Coast Express and three cars and a locomotive from Florida's Tri-Rail to make up a temporary trainset until its new bi-level coaches arrive. The leased train went into service at the beginning of September.

On September 27, Ontario Premier Mike Harris, in a media event at GO's Willowbrook train maintenance yard, announced that the Province of Ontario was taking back responsibility for GO Transit on January 1, 2002, and investing \$3 billion over the next 10 years in public transit in Ontario. Part of the Province's overall vision for smart growth and transportation planning, the investment will ensure that Ontario has transit systems that will help strengthen the economy and protect the environment, the Premier said. The Province also called on the municipalities and the Federal government to join in partnership with Ontario to provide matching contributions for public transit.



The month saw even more service improvements: more trips on the popular Highway 407 bus service serving York University in north Toronto; new, mid-morning bus trips from Mississauga stations to Union Station; and a new Lakeshore East express train from Pickering station to Union Station at the beginning of the afternoon rush hour.

October

GO Transit and VIA Rail launched a joint ticketing arrangement at the end of October. By buying special joint tickets, GO passengers can now ride VIA trains as an occasional alternative to commuting by GO Train, and VIA passengers can extend their trip on select GO routes as well.

December

The year closed with a milestone: 43.3 million passengers had climbed aboard GO Transit in 2001, 5.9% more than 2000's 40.9 million riders, or 2.4 million new customers. It was an annual ridership record for the fifth year in a row. Ridership has grown by 36%, or 11.4 million passengers, in the past five years alone, proof positive that GO Transit is a vital link in the transportation network for the Greater Toronto and Hamilton areas.



HIGHLIGHTS OF THE FIRST QUARTER OF 2002

January

On January 1, the Province of Ontario took back responsibility for GO Transit, the public transit system that it had created in 1967. In a welcome-back ceremony at Union Station on January 9, Premier Mike Harris told the news media: "We're moving forward with our plan to invest in transit and unlock gridlock." Announced in September, the Province's plan calls for a new partnership among the Province, municipalities, and the Federal government to each invest \$3 billion over 10 years in public transit — an investment to create a seamless transportation system across the entire province, making transit an even better option for commuters than it is today.

The year kicked off with more bus service improvements for commuters. The popular York University service grew again with the addition of direct service between the York campus and Scarborough Town Centre (where passengers can connect with GO Buses serving Durham Region). Also added were more weekday bus trips connecting Union Station with Aurora and Newmarket stations, giving passengers more travel options outside rush hour, when the trains do not operate; new weekday express buses between GO's Newmarket Bus Terminal and TTC's Finch subway station in north Toronto; and new Sunday-morning express bus trips from Oshawa, Whitby, Ajax, and Pickering stations to Union Station, before the Lakeshore GO Trains start running for the day.

Two more bilevels were added to GO's earlier order for new, accessible railcars, bringing the purchase to a total of 22 cars. The latest cars in the purchase, increasing GO's railcar fleet to 341, will be delivered in late 2002.

February



FINANCIAL PERFORMANCE IN 2001

SOURCE OF FUNDS

Funding for GO Transit's operating and capital expenditures was obtained from four sources:

The largest part of the funding came from users of the system, the passengers. In 2001, the farebox accounted for \$162.9 million of GO's total revenue of \$311.8 million.

Another \$7.8 million came from sundry revenue, such as the proceeds from facility rentals, trackage fees, and sale of advertising space.

Internal reserves provided another \$37.1 million, which was used primarily to fund a portion of GO's growth capital program.

The remaining \$104 million was contributed through the Greater Toronto Services Board by GO's funding municipalities — the Regions of Halton, Peel, York, and Durham, and the Cities of Toronto and Hamilton.

Commuter revenue	\$ 162,897,000
Sundry revenue	7,851,000
Contribution from reserves	37,095,000
Municipal contribution	103,991,000
Total	\$ 311,834,000



APPLICATION OF FUNDS

Operating expenditures in 2001 totalled \$199.5 million. The major expenses were payments to Canadian National Railway and Canadian Pacific Railway for access to their tracks and the provision of train crews; payments to Bombardier for maintaining GO's trains; purchase of fuel; maintenance of stations and facilities; maintenance of GO's bus fleet; and labour costs. With direct revenues of \$170.7 million, GO achieved an operating cost recovery of 85.6%* for the year.

Capital expenditures for the year totalled \$112.3 million. The major expenses included construction of the new Rutherford station; parking lot expansions and construction of pedestrian tunnels; construction of the new Union Station Bus Terminal in downtown Toronto; progress payments for the purchase of new railcars; the replacement of buses; the refurbishment of trains and buses; and the rehabilitation of facilities.

Operating expenses	\$ 199,522,000
Capital expenditures	112,312,000
Total	\$ 311,834,000

** The percentage of operating costs recovered through revenues. Note that depreciation is excluded. For a valid comparison with other municipal transit systems, expenses that are specific to GO, such as fare integration costs and railway access fees, should be excluded from the calculation — using this assumption, the revenue-to-operating-cost ratio would be 92.5%.*

FINANCIAL STATEMENTS

Audited financial statements are publicly available. Copies of the financial statements can be obtained from:

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fax 416 869-3525
email publicrelations@gotransit.com



INFO TO GO

DECEMBER 2001

GO Train service

Lines	7
Stations	50
Route kilometres	361
Weekday train trips	163
Locomotives	45
Bi-level railcars	319
Fleet size (number of trainsets)	33

GO Bus service

Terminals *	14
Route kilometres	1,820
Weekday Union Station bus trips	191
Weekday bus trips, total system	1,271
Buses	220

* Plus numerous stops and ticket agencies

RIDERSHIP	2001	2000	% CHANGE
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GO Train service **

Lakeshore West line	12,468,500	11,971,000	+4.2
Milton line	4,766,500	4,486,500	+6.2
Georgetown line	3,030,000	2,830,000	+7.1
Bradford line	1,153,500	905,000	+27.5
Richmond Hill line	1,774,500	1,675,000	+5.9
Stouffville line	1,384,500	1,160,000	+19.4
Lakeshore East line	10,428,500	9,963,000	+4.7
<i>Train service total</i>	35,006,000	32,990,500	+6.1

GO Bus service

<i>Greater Toronto Area and Hamilton network</i>	8,333,610	7,915,395	+5.3
GO system total	43,339,610	40,905,895	+5.9

** Train service consists of trains and their related bus services — buses that meet the trains at terminus stations, and buses that connect Union Station with other train stations

